THE DELAWARE AND HUDSON COMPANY BULLETIN

LOWER CASCADE LAKE

"the D&H"

JUNE 1, 1925.

The Old Gravity

BY A DELAWARE AND HUDSON VETERAN

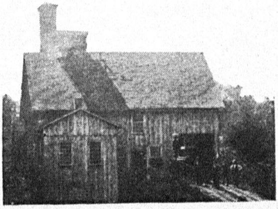
GREAT stacks of reddish brick
Rising like obelisks
Above sheds of sombre brown,
On each hilltop conspicuous;
Your noisy groans heard afar
Stretching your ropes and
Struggling hard to make
Industry's wheels go round.
Born in a wilderness
Of courage and brawn,
Over mountains and valleys
And under great difficulties
Your course went on.
But you were the Victor,
Your purpose well done,
Old Gravity, your course is run.

I sat before the grate last night
And watched the fire's gleam,
Before me passed the olden times,
It seemed just like a dream.
Faces and forms of my younger days,
Scenes long past and gone,
Came trooping by in an endless stream
To the tune of an endless song.
It was the song of the gravity wheels,
Of the pulleys and ropes and gear,
A song that came softly as from afar,
Though the touch to my heart was near.

The whistle blew at Number Eight,
It was five o'clock in the morn,
And it was repeated along the line,
As another work-day was born.
Another day for effort and toil
Every man taking his part,
And the coal went on over the hills
To reach industry's mart.
A giant had awakened from his sleep
And his sinews and muscles strong
Were drawn tense for another day
To move black diamonds along.

Hark to the clank of the iron links,
It's the sling detached from the cone,
And hark to the screech of the brakes on the wheels
As over the head they have gone.
Five loads at a time go up the plane,
And drop to their place in the train,
It's the tune of the wheels as forward they go,
That comes in clattering refrain.
A refrain of the past, half joyful, half sad,
Filled with memories of those gone away,
A longing for the days and the scenes that are past
The old and the young and the gay.

The whistle blew at Number Eight,
It was six o'clock at night,
It was repeated along the line,
For the day had taken flight.
Since the morning blast the giant awoke,
And aroused him from his sleep,
The wheels had sung a continuous tune
Like the wind and murmuring deep.
It was the song of the gravity wheels,
Of the pulleys and ropes and gear,
A song that came softly as from afar,
Though the touch to my heart was near.



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"the D&H" DELAWARE AND HUDSON COMPANY "the D&H"
BULLETIN

Vol. 5 Albany, N. Y., June 1, 1925 No. 11

Heard Call of Rails As a Boy

Then Before He Was Twenty Years Old, Charles F. Barker Had Won Promotion to Position of Conductor

CALL it what you may, but Charles F. Barker of No. 552 Hudson Avenue, Albany, N. Y., retired Saratoga division conductor, has his own characterization for that strong fascination which draws men to the railroad the world over and then teasingly holds them in its spell until they have crossed the span of years at the farther end of which retirement from an active work, well done, is their just reward. He calls it the "railroad bug," and declares that it got to him back in his schoolboy days. And he is not yet removed from its influence although he lived his work-a-day life on the rails continuously for forty-three years and five months and has been out of the service since June 1, 1923, when he retired with the hearty felicitations of the Management and of his fellow workers.

CHARLES F. BARKER

Salem, N. Y., on our Rutland and Washington branch, an active railroad center during the early fifties, is his birthplace. He was born on August 19, 1865 and is a son of the late David M. Barker, a business man. The frequent movement of trains through the little town, the busy life at the roundhouse and shops across the tracks from the station, though now long since abandoned, and an almost constant mingling among men who found their work on the railroad a pride and a delight contributed much to the persistent activity of the "railroad bug" that sought him out so early in life. He found it great fun to make an occasional trip with a crew either to Rutland or to Eagle Bridge, and do what he could to assist them in their work. Quite often, because of his helpfulness, he would be given a quarter with which to buy his dinner and thus he early became acquainted with the big heartedness with which most railroad men are blessed.

It was in January, 1880, that he got the job that inaugurated his railroad career. He was then in his fifteenth year. Through a letter given him by his grandfather, he received an introduction to Conductor Charles Potter, then running between Rutland and Eagle Bridge. He sought employment as a brakeman and as conductors then had the privilege of engaging their trainmen, he was given a position on Potter's train. The trip south out of Rutland was made in passenger service, but on the return only local freight work was done. Thus, during the next two or three weeks he became familiar with the link and pin, hand brakes and other facilities now regarded in the light of antiques, and for this service he was paid at the rate of $40 a month.

He worked on one train or another on the

Rutland and Washington branch until in 1882 when the construction of the road between Glens Falls and Lake George was begun. Then he joined a work train crew of which "Mike" Christopher was the conductor. "Bill" Dorsey, a brother of "Mike" Dorsey, and a conductor, was in charge of the construction work. Frank Dennison, "Johnnie" Hines and "Jim" Blackall were the engineers with whom he became associated on this work. Later, he went running with Dorsey on old Nos. 31 and 32 between Port Henry and Schenectady. Southbound, the train, a local freight, carried a passenger coach as far as Whitehall, but on the return trip, although the coach was picked up, no passenger work was done. He was on this same run, but with Conductor "Jim" Ingraham, when he was promoted.

It is of interest to note that he became a qualified freight conductor before he was twenty years old, and was running in passenger service before he was twenty-five. His first call to duty as a conductor was so sudden that it found him without a watch. C. D. Hammond, then superintendent, had sent out a circular letter asking conductors to recommend trainmen for promotion. His name was among others that were sent in. Without any intimation that he had been considered favorably, he was ordered to relieve "Jack" Robinson, in wild cat service, when he arrived at Whitehall. As he did this, Robinson kindly loaned him his watch for the remainder of the trip.

He was in charge of a work train during the time double track was being laid between Coons and High Street, the latter being the point south of Ballston Spa where the branch to Schenectady begins. "Tommy" Hardy was his engineer during that time. He filled many other jobs in freight service until during a particularly dull time, when many men were laid off temporarily, he was urged by Mr. Hammond to accept work on the South Florida railway where, later, for several months he served as a train baggageman between Sanford and Port Tampa.

For twelve years after his return, he held what was known as the express job between Albany and Troy. This work was done at night and, in addition to considerable switching of cars here and there, included four or five round trips between the two cities, one trip each evening except Saturday on a local, and a round trip to Rutland with a milk train on Sunday. And for all of this he received $90 a month. Then after several years in extra service he bid in the Pay Car and held that job, running to all ends of the road, until that method of paying employes was discontinued. There are very few passenger runs on the "north end" but that he held at one time or another before his retirement.

The accident jinx did not overlook him and he figured in several serious mishaps. He profitted in a sense by these and it is his opinion that many times a man will do better work after he has once erred in judgment and learned the gravity of his mistake. In his case he knows this to be true because of the lesson he learned and which became a constant reminder to him throughout the remaining years of his career. By taking such a stand, however, he does not wish to place himself in the position of condoning laxity of judgment or gross errors that contribute to mishaps.

He was married on March 10, 1893 to Miss Minnie O'Neil of Albany, and to them six children were born. He has been a member of the Order of Railway Conductors since about 1885 and is also a member of The Delaware and Hudson Veterans' Association. Two half brothers are employed by the Company—Fred Barker with the Car Department at Mechanicville, and Joseph Barker, assistant night yardmaster, also of Mechanicville.

On the Alaskan Railroad

THE Alaska railroad is 470 miles long, extending from Seward to Fairbanks, and is equipped with 70-pound rail, except for a few short stretches where 90 or 95-pound rail has been laid.

Of twenty-five standard gage locomotives in actual use, seventeen are of the light mogul type with tractive effort of 24,000 pounds and were formerly in use in the construction of the Panama canal.

Four observation cars, two diners and three sleeping cars comprise the passenger equipment. Two round trips a week are made between Seward and Fairbanks, the trains stopping over night at Curry, about midway, where the railroad company maintains a hotel.

Gold mining is the most important industry along the road, although coal is mined in two fields. One of these is at Matanuska and yields a bituminous product. The other is along the Healy river and its product is of a lignite variety that is not shipped off the line. A few saw mills are to be found en route.

Very little freight is shipped out of the few settlements of which the road can boast. Its heaviest traffic, therefore, is from the outside world.

Two steamboats are also operated by the Company on the Yukon river, between Nenana and Holy Cross, a distance of 720 miles.

Conductor—"How is your son getting on at college?"

Engineer—"He is doing pretty well in languages. I have just paid for three courses: $10 for Latin, $10 for Greek, and $100 for Scotch."

—Long Island Bulletin.

What Is Citizenship?

It Includes Fair Treatment and a Square Deal For the Railroads of Our Country, John K. Johnston, Supt. Tyrone Division, Pennsylvania Lines, Tells Us*

THE progress of any civilized country is always in conformity with the ability, integrity and wisdom of its leaders; if these leaders are possessed of character they will also possess the former attributes. We live in a free country; the greatest and wealthiest of all the civilized countries of the world, and it will occupy this position just so long as we recognize the abilities of exceptional men, and place them in position whereby all of us can profit by their wisdom, experience and knowledge; and we must not forget to reward them for the sacrifices they make, their genius and courage.

The Dollar

YOU must learn not to overwork a dollar any more than you would a horse. Three per cent is a small load for it to draw; six, a safe one; when it pulls in ten for you it's likely working out West and you've got to watch to see that it doesn't buck; when it makes twenty you own a blame good critter or a mighty foolish one, and you want to make dead sure which; but if it draws a hundred it's playing the races or something just as hard on horses and dollars; and the first thing you know you won't even have a carcass to haul to the glue factory.

—*George Horace Lorimer.*

It is far better to have a few statesmen guiding the policies and destinies of our government than to have at its head many politicians, each doing his utmost to satisfy the whims and desires of his own particular constituents. When Plato called democracy "the best form of bad government," it is entirely probable he tried to convey, that which was considered a truth even in his early day; the success and longevity of any popular form of government would be in direct ratio or proportion to the wisdom, experience and abilities of its leaders. Washington, that great inspired patriot, condemned and ridiculed in the latter years of his life by groups and factions led by their near-sighted, selfish and egotistical leaders, warned the statesmen of his day and age, time after time, that the young republic would destroy itself if its citizenry did not seek out men of broad vision; men of integrity; men capable of seeing the nation as a whole, to represent them and guide the Ship of State through the treacherous and winding avenues of popular government.

We have men in high office today who fulfill the requirements of real statesmenship; they can rightly be placed within the scope of the immortal Washington's conception of real leaders, but the odds are greatly against them; it is a continual battle on their part to think and act in terms of nation-wide and world-wide vision. As any individual rises to power and influence, no matter in what line of endeavor, his burdens or tasks are magnified many times. Is it any wonder that several of our chief magistrates have died from worriment and overwork?

What is real citizenship?

Have faith in our form of government; faith in the supremacy and greatness of the American republic. Put your shoulder to the wheel in defense of the few patriotic statesmen we now have; aid them in their constructive policies. We must not forget that prophetic and able patriotic leadership, qualities which have been ridiculed by unjust factional interests, are now recorded in history to exemplify the power, helpfulness, integrity and greatness of the founders of this republic. Harangued and harrassed from all sides, the principles they believed were just, and fought for, eventually came to be recognized as the best that could be had. The cornerstone of our popular government—the Constitution—was laid during a period in our history, a comparison of which cannot be found up to the present day. Political, industrial, social and economic problems confront us today, seemingly of great import, but they are dwarfed into insignificance by the vital issues which ebbed and flowed throughout the thirteen colonies during the closing years of the eighteenth century. Popular governments perpetuate their existence by and through the popular will of the governed; we make our government what it is; the civilized nations of the earth recognize and acclaim it as the best system devised by man, and it will continue to occupy first place among the governments of the earth, only so long as we continue to select able and fearless leaders capable of directing its course in the high altitudes of justice, domestic and foreign tranquility, liberty and equality.

Since the dawn of history fear has been the course of mankind and government, and as man makes his own government, it has brought about the downfall of himself and practically every system of government. Eliminate the element of fear and man begins to live. It is everywhere and in everybody; fear of life; fear of death; fear of oppression; fear for our loved ones; fear of our jobs; fear of war; fear of disease and fear of poverty. Therefore, we need men of fearless character to conduct the activities of the wonderful governmental machine we have created.

Almost every decade of American history has developed some notable achievement, whereby our country has contributed greatly to the cause of world betterment. Practically every civilized nation in the world—and too, a few of the uncivilized—has felt the influence and helpfulness, material and otherwise, of America and her government. Our nation and government has been built and bulwarked to withstand storms and tempests, both from without and within. Those master craftsmen—the fathers of the Declaration and the Constitution constructed this government, not only for their day and age, but for all posterity, and the vast and wonderful machine their descendants created within the mighty empire they established—Agriculture, Transportation, Mining, Marketing, Finance, etc., —is a monument to our integrity and storms of the centuries to come unless destroyed by our own foolishness or an act of God.

Lack of quick methods of transportation and inter-communication were the direct cause of our republic being almost overthrown and destroyed at its very inception. During that period of our Nation's history people living at a distance, which we today look upon as but a few hours' journey, received no news whatever of governmental activities until months after congress and the various state governments had been in session, consequently the verbal mouth to mouth translation of legislative activities assumed many hues and colors, garbled and warped in accordance with the whims, desires, jealousies and prejudices of the spokesman. Today Transportation might rightly be called the right arm of the government; it is the keystone in the arch of industrial, economic and social unity; it is one of our key industries.

How many people today, doubt, or would care to go on record as saying that our national prosperity is not dependent upon the efficient and economic operation of our transportation system? And we know for a certainty there can be no efficient transportation system if rates are not sufficient to pay expenses, provide improvements and pay the creditors and owners for the use of their capital.

Ever since the first railroad was built the rate question has been one of great public controversy. There was an era of American railway history which we can look back upon with disfavor and disapproval; that was during the 80's and 90's. Mushroom railroads sprang up almost over night. Strong roads absorbed weak ones to keep a competitor out of certain territory, new securities being issued without regard to valuation. But these kind of tactics together with rate wars, rebates and other unethical business practices, passed out almost as quickly.

Today the clamor for public operation is not quite as insistent as a year or two ago, because the people have awakened to the realization that their great transportation system is already under a form of public control, more than any other industry; in fact, no industry in this country is under such complete control as the business of transportation.

Rates are now fixed entirely by state and national commissions. Wages are under the direct supervision of a tribunal set up by the government. All financing, whether bonds or stock, is under complete authority and cannot be affected without first obtaining sanction of a government agency. Monthly and annual reports must be published; they must be accurate and show in detail all receipts and expenditures. In fact, all detail of operation is open for public scrutiny to anyone in good faith seeking for the truth.

So in the final analysis, having reference again to government operation, the railways, as regards financing and operation, are already bound hand and foot by mountains of congressional and legislative acts; and as they (the railroads) are the servants of the people, and always will be, they are also, and practically in the same degree, the servant of the government. Why any right-minded citizen desires more government control and supervision than now exists—unless he be a follower of the Marxian theory—I am unable to fathom; it is beyond comprehension.

We still hear of certain individuals, certain groups or blocs and certain politicians who still hold to the opinion that a general downward revision of freight rates must be brought about if we are to enjoy continued prosperity; a kind of prosperity which would be of an enduring character, wherein, all would benefit in proportion to the amount of effort and capital expended.

For the benefit of these gentlemen I am going to quote a paragraph from Sir William M. Acworth's new edition of his "Elements of Railway Economics:"

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Veterans Observe Mother's Day

Members of Susquehanna Division Pay Tribute to the Mothers of Yesterday and Today, at Regular Quarterly Meeting

VETERAN employes on the Susquehanna division, members of their families and a few invited friends in attendance at the regular quarterly meeting of The Delaware and Hudson Veterans' Association on the Susquehanna division, which was held at Oneonta on Mother's Day, Sunday, May 10, heard the virtues of the mothers of yesterday and of today extolled in fervent talks, in well chosen readings and in appropriate music. W. C. Gurney of Binghamton, conductor on passenger trains Nos. 308 and 309 and president of the association, presided

Earlier, at dinner time, seventy-five members had enjoyed a repast of roast turkey at the Windsor hotel in Chestnut street. It was very evident indeed, from the quantity and quality of the great variety of good things brought forth, that the hotel management knows something of the likes and dislikes of a railroad man in respect to what he eats. Only the highest commendation of the dinner and the service was heard. During the hour, the Colonie Car department quartette sang several selections in their usual happy manner, and one of these in particular, a parody that brought to light many of the latent qualities of the veterans present, was encored time and time again.

The business session was held in the public meeting room in the Municipal building, in Main street, at 1:30 p. m. It was opened with the Lord's Prayer and with the singing of "America." There followed then a splendid entertainment program. The attendance, approximately 135, exceeded that of any previous meeting and attested the growing interest in the Veteran movement on the division. Particularly noticeable was the number of pensioned members present. These men of another day on the road have come to look forward to these get-togethers as one of the bright spots in their lives, for it is on these occasions that they again meet those with whom they labored for many years but from whom they have been separated by their retirement from the service. There is a thrill one enjoys when seeing these men greet one another and then, together in small groups, recall their days of activity on the road.

Miss Dorothea Koch, daughter of Roadmaster W. H. Koch and a talented violinist, who has endeared herself among the veterans by her efforts in the past, again, with the assistance of Stuart Pratt at the piano, played several selections that were a real delight to all. There followed then, as a part of the entertainment program, other selections by the Colonie Car department quartette and several readings by Miss Ethel Beach of Oneonta. Later, some very brief but, nevertheless, very inspiring remarks pertinent to the sentiments of the day, were made by O. F. Rowland, assistant engineer.

J. J. Hurley, veteran foreman upholsterer at the Oneonta shops, was the principal speaker. Quite naturally, the theme of his remark was, "Mother," and his appeal for the highest degree of respect and devotion, was rendered in a very soul-inspiring vein. In beginning, he dedicated his tribute to "The one who makes the world move," and then characterized his subject as the "greatest known to mankind." He was quick to profess his inability to do justice to the word and recalled the somewhat futile efforts of the greatest poets and authors, painters and sculptors and others of talent who have attempted to execute the ideal as it pertained to the living mother. "The world can applaud, but there is nothing equal to that kind word of mother's," he declared and then traced her tender watchfulness over her child from the cradle to manhood and, even in some instances, to the grave. Then, in citing the fact that in every important event in the history of our country, the influence of the mothers of our land, individually and taken as a whole, had been an outstanding factor, he urged that while one day has been set apart for the formal observance of "Mother's Day," we should have Mother's Day every day of the 365 in the year. In conclusion, he challenged: "Who conceived the flag, the most glorious of all that floats in God's universe?" The credit for this, he gave to mother and also found in the commandments the solution of the possible query, "Why should we respect our mothers?" Following his talk, the quartette sang a selection particularly fitting to the occasion.

Three members were reported as having died since the last meeting and in respect to their memories, those present stood a minute in silent prayer, the quartette meanwhile softly singing "Nearer My God To Thee." The reports of the secretary and the treasurer, as well as the minutes of the previous meeting, were read and

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Cum Grano Salis

TO those who are unfamiliar with Latin the above translated into English means, "with a grain of salt."

Railroad employes often are prone to take the statements of their superiors "with a grain of salt." For the sake of argument, suppose your superior is not always sincere in all of his statements to you, does it follow that you should likewise be insincere? Are you so easily led that you would follow a bad example? We think not.

There is just one way to overcome apparent, or real, insincerity and that is to be sincere yourself—sincere in the fullest meaning of that much used word. The man who is basically unsound is easily spotted by his associates and about the best way to show that type of individual up is to be so sincere yourself that he will be compelled to follow suit.

Sincerity, loyalty and fidelity are basic, fundamental to the railroad business. If your management was not composed of officials of high integrity where would you be? You can then, from continued experience, testify that you are working under enlightened administrators who have at heart nothing but your ultimate good and benefit. That being the case, by all means reciprocate, for by so reciprocating you can, and will, achieve a one hundred per cent reciprocity.

Lack of all the qualities mentioned has cost industry millions of dollars, which means that those dollars thus wasted have come out of the pockets of investors and workers. The slacker, the grumbler, the agitator—all are radicals. They possess the smallest kind of intellects, they have no spirit of brotherhood in their make-up, fraternity of thought and action have no place in the lexicon. Therefore, frown upon the man who idles when he should be working, close your ears when the grumbler growls, and tell the agitator where to get off when he comes to you with his covert tales of discontent. Let the "golden rule" ever guide you for by so doing you cannot possibly go wrong. By applying the principles of the "golden rule," in thought as well as in action, you will bring about the millenium which is so much talked about but so seldom striven for.

Good Men Cannot Get Lost

YOUNG men working for large corporations often experience the feeling that they are lost, that no one knows whether or not they are doing good work. A good man cannot get lost, as there is always a keen lookout for men of outstanding ability. There also comes a period when a man believes he has come to a standstill. He feels he is ready for promotion but there is no promotion for him. This is the time for an analytical study of the situation in all of its phases. What is it that your superior officers expect you to accomplish? How well is that being accomplished? In what respect is there a failure of accomplishment, and why?

Having laid out your course, what is there to interfere with going straight to port? As I think of business successes and failures that I have observed, it seems to me that the chief stumbling blocks in the way of success, assuming as I have that a man has ability and industry, have arisen from failure of the man to forget himself when considering his work. Sometimes it is shortsighted selfishness and sometimes it is exaggerated self-esteem, but however it manifests itself, it invariably is an obstacle to success.

—Harry B. Thayer, chairman American Telephone and Telegraph Company.

Pullmanwise

COURTESY always has its reward, of course, but in some instances a fit of temper may overrule temporarily. For example:

"Upper or lower?" asked the agent of a passenger who was seeking to make a Pullman reservation.

"What's the difference?" was the surly query thus elicited.

"A difference of fifty cents in this case," replied the agent. "The lower is higher than the upper. The higher price is for the lower. If you want it lower you'll have to go higher. We sell the upper lower than the lower. In other words, the higher the lower. Most people don't like the upper, although it is lower on account of it being higher. When you occupy an upper you have to get up to go to bed and get down when you get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher it will be lower."

Did courtesy receive its reward before temper had its fling? What do you think?

Sketches of Early History

FORT TICONDEROGA

IN the Adirondack "Summer Paradise," served by The Delaware and Hudson, is Fort Ticonderoga situated on a promontory that projects well into the water where Ticonderoga creek, the outlet of Lake George, joins Lake Champlain. This commanding and strategic location was a strong invitation to men to build forts and to fight.

The French explorer, Champlain, accompanied by the fickle Hurons, met a war party of Iroquois in 1709. They fought. Three Iroquois chiefs were killed, and from that day the fierce and powerful Iroquois became the deadly enemies of the French and the powerful allies of the English. This chance meeting was on ground now a part of the lawn of the old pavilion, standing near the shore of Lake Champlain, a hundred rods east of Fort Ticonderoga.

Fort Ticonderoga is located in the territory over which two great European nations claimed exclusive sovereignty. These conflicting claims continually fostered war. The possession of the Champlain Valley was coveted by both these nations. Had Johnson followed up his victory over Dieskau at Lake George in 1755, he might have taken Fort Carillon, also Fort Frederick at Crown Point, but he lost valuable time while building Fort William Henry. Events about Ticonderoga largely developed the elements that formed the agents of the war of the Revolution.

Every stone laid at Ticonderoga was a weight of terror upon the hearts of the Colonists. France was gradually but surely encircling their outposts, and connecting the St. Lawrence and Hudson rivers with a chain of fortresses, and pouring the horrors of savage warfare upon the unprotected settlements. Finally, England demanded that the fort at Crown Point, erected by the French in violation of treaty provisions, be demolished. France refused. In 1755 England declared war against France. The culmination of French power was in 1757, when Montcalm captured Fort William Henry.

England now thoroughly awakened, planned to attack all the French fortresses at once. The immense armament of Abercrombie and Howe was raised for that purpose. In 1759, Amherst captured Fort Carillon from the French, and New France was doomed. Driven from their strongholds at Ticonderoga and Crown Point, the French could no longer enforce their claims and relinquished them entirely in the treaty of 1763.

Let us review some of the events leading up to England's successes. The French recognizing the strategic value of the Ticonderoga promontory, erected Fort Vandreuil on the southeastern tip of that headland, in 1755. Later, that nation began the erection here of Fort Carillon, completing it in 1757. In that year Montcalm assembled 9,000 men at Fort Carillon, and proceeded to the head of Lake George, where he wrested Fort William Henry from the British. After burning that fortification they reembarked for Ticonderoga. Between 1755 and 1759, several lesser French and Indian expeditions set out, southbound from Ticonderoga, on errands of plunder and murder.

Early in June, 1758, Abercrombie, with fifteen thousand English and provincials, moved from the head of Lake George against Fort Carillon. His flotilla of 900 batteaux, a hundred rafts with artillery, and one hundred thirty-four boats, was six miles in length. Early historians refer to this advance as a superb spectacle. A bright summer day—the romantic beauty of the scenery, the flash of oars, and the glitter of weapons, the banners, the varied uniforms. The notes of bugle, trumpet, bagpipe and drums were answered and prolonged by a hundred woodland echoes. They landed on the morning of July 6, at what is now known as Howe's Landing, half a mile north of Baldwin dock and a little over four miles from the Carillon, the French stronghold, where Montcalm with 4,000 men were hastily preparing for the attack. Shortly after landing, Stark and Rogers were pressing forward. Putnam, with a hundred rangers, was sent in advance, while behind came Abercrombie's fifteen thousand, the foremost column led by Lord Howe. Howe, with his advance column, followed a retreating battalion of French and Indians as they abandoned their outpost, and engaged them. At almost the first volley, Howe fell. Stark, Putnam and Rogers fought on, killing 300 French and Indians, and taking forty-eight prisoners.

Discouraged by the death of Howe, who was the idol of the English army, they marched back to the landing, remaining there until the next day. Early on the morning of July 8, the entire army advanced against the fort, unsuspicious of the strength of the enemy. Arriving on the plateau, they wheeled into battle formation, with calmness and precision.

Montcalm had raised a breastwork nine feet high, and twenty feet thick at the base and ten at the top, full of angles, and surmounted by heavy artillery. In front ran a deep trench, and outside the ground was covered with felled trees with sharpened branches pointing outward. This location is known as the "French Lines," a mile west of the fort the zig zag lines reached, from the bluff on the south side, for nearly a mile toward the north. Abercrombie's army was in the open. He must cut his way through that abatis, storm those formidable earthworks, and wipe out Montcalm's four thousand, to gain possession of the much coveted prize.

Suddenly, forth from the French lines springs a sheet of flame, and tons of metal are on their way. Cannon balls crash through the forest beyond the abatis, soldiers reel, ranks open, death notches out here and there, and the ranks close again. On the embankment, partially hidden by the battle smoke, English bullets rain. Out of that cloud return tongues of flame and leaden hail. Each drop on either side hums its minstrelsy of blood, a stinging, piercing song, heard above the thunders of the war cloud. The abatis is reached, and impedes the approach to the entrenchments.

The Scotch Highlanders leap among the branches and rave and hew and hack with broad swords—in the face of that galling fire. A few officers and men pass the ditch, scale the embankment, and, leaping among the French are instantly bayoneted. Four hours they breast the storm. Men are mowed down by every discharge of French artillery. Dying and wounded, caried to the rear, lie bleeding under the forest's shadows. From two thousand dying and mangled forms blood oozes until it runs a rill, yet Abercrombie, secure in the rear, orders battalion after battalion against the French entrenchments only to see them borne back, dead and wounded. Finally the bugles sound. Dying men groan as they are borne back to camp. Many of the dead are left behind unburied; many die on the way. The heavy regiments tramp back along the sounding waters, loaded with defeat and dying comrades. They are not pursued, but, panic stricken, they rush to their landing and embark with a few prisoners and wounded. Disappointment now, in place of anticipations of victory. Not, indeed, as it came, did this proud army return. Such was the battle of Ticonderoga, July 8, 1758.

The British war lords, disappointed and chagrined by Abercrombie's defeat, appointed Lord Amherst to succeed him. The next year Amherst, with 11,000 men, set out over Lake George determined to capture Carillon. On July 26, 1759, he stood before that fortification, planning to take it by siege. Montcalm, with the greater part of his force, had sailed to the defense of Quebec leaving Carillon in command of Boulamarque. On the fourth day Boulamarque abandoned the fort and retreated, leaving Carillon on fire. The taking of this fortress, for which so much blood and treasure had been spent, was accomplished with hardly the loss of a man. This gave Lake Champlain to the English as Crown Point was evacuated and dismantled when Boulamarque sailed toward Canada.

From 1759 to 1775, Fort Ticonderoga, as Fort Carillon had been rechristened by the English, was little used, and time was forcing it out of repair.

Aroused by the hostilities at Lexington, and remembering the important positions of Fort Ticonderoga and Crown Point, patriotic individuals and associations throughout the Colonies conceived the project of capturing these fortresses.

To Ethan Allen belonged the honor of executing the bold design. It was a reckless, well executed and providential surprise, full of the bravery so conspicuous in the Green Mountain Boys. Allen's sword over Laplace's head gave him neither time to argue nor power to resist, therefore he could do nothing but surrender. The Americans held this fortress until the summer of 1777, when General John Burgoyne with an army of eight to ten thousand men came sweeping down the Champlain Valley on his way to join St. Leger and Howe at Albany. He invested and fortified Mount Defiance, two miles southwest of the fort. That eminence overlooks and commands Fort Ticonderoga. The American General, St. Clair, terrified and astonished, beheld the cross of St. George on the summit of Mount Defiance, on the morning of July 5. Shots from that elevation would demolish Fort Ticonderoga. His force, far inferior to that of Burgoyne's, numbered about 3,500. That night, evacuation was undertaken.

The larger part of the American force moved across Lake Champlain, toward Castleton. They were overtaken at Hubbardton by a wing of Burgoyne's army, and defeated in a sharp engagement. Non-combatants with stores embarked in batteaux for Skeensboro, pursued by a part of Burgoyne's force. At daylight on the morning of retreat, General Frazier ran up the British flag over Ticonderoga where the stripes of America and the tri-color of France had waved before.

In September, 1777, while Major General Powell was in command of the British forces at Fort Ticonderoga, Colonel John Brown of the American Army, made an unsuccessful attack. While he took all the outer works, burned the boats moored at the docks, captured 293 prisoners and released 100 Americans, he was forced to leave without taking the fort.

After Burgoyne's surrender at Saratoga, Fort Ticonderoga was again taken by the Americans,

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Evolution of Power and Power Transmission

(Continued from Last Issue.)

Steam Boiler Development

DURING the centuries of speculation and elementary experimenting in regard to utilizing steam power, the boilers were even more crude than the engines that were then invented, but when steam really began to receive useful application, the boiler began to take on different forms, according to the class of work for which it was designed.

The atmospheric engine of Newcomen, of 1712, which superseded all others, required very little pressure, and therefore, until higher pressures were required in connection with Watt's engine, invented in 1769, the form of boilers was irregular. Early in the last century boilers were again given stronger shapes, from which there developed a more or less definite variety of types, which may be classified as, plain boilers, flue boilers, and tubular boilers.

The plain boilers are cylindrical, with flat or hemispherical ends. In connection with this type of boiler it is common practice to attach to it a small cylindrical steam vessel called the "drum," from which steam is supplied to the engine. The object of this small compartment arrangement is to provide live steam space, somewhat removed from the surface of the boiling water, which arrangement results in a more dry quality of steam for the engine, for the reason that the "drum" furnishes all the steam used by the engine. Flue boilers are frequently cylindrical and have one or more flues passing through the water space for conducting the flame and furnace gases to the chimney, thus furnishing greater surface than the plain boiler. This type of boiler is mounted in a brick enclosure, and was probably invented by Oliver Evans who had it in use in this country previous to 1786.

Small tubes were first used in the United States about 1785, in connection with boiler construction. Boilers of this type are commonly used for marine, locomotive, and portable work, although they are frequently used in stationary power plants. In this type the fire-box is not a separate enclosure, but is a compartment of the boiler itself, from which the flame and gases pass to the chimney by way of the small tubes.

There has also been developed the water tubular boiler, in which the cylindrical or other form of water compartment is connected to a set of water tubes placed below it and above grates, so that the heat of the furnace becomes intermingled with these water tubes on the way to the chimney. This is the type of boiler commonly used at large power plants, and as with the flue type, the furnace is formed by a brick enclosure of the whole structure. This style of boiler is the most efficient and economical steam producer yet devised, particularly when fired with the automatic stoker, or the powdered fuel arrangement, both of which have been developed to a high state of perfection of late years. As a matter of fact it is hardly possible to obtain very great economy in steam production with hand fired boilers, and furthermore the automatic apparatus maintains a uniformity of boiler operation that can not be secured in any other way.

In the early days when steam was generated nearly altogether by the use of coal, the classification of boilers was not as formidable as it is today with the many conditions of work and the many kinds of fuel, all of which greatly affect boiler design.

There are so many varieties of fuel that a general outline of the situation will serve to show how important the problem is. The most important fuel is still coal, which is divided into general divisions; first, bituminous, or soft coal; and second, anthracite, or hard coal. Each of these in turn sub-divides into various classes according to size and according to chemical make-up or analysis, as for instance, the per cent of carbon, of volatile matter, of ash, and other substances of which it is composed.

Another form of fuel is coke, which is the residue remaining after driving off the volatile matter in coal by means of heat, either as a result of making gas or as a result of running coal through a coke oven. Coke is also divided up into classes in a manner somewhat similar to that used in connection with coal.

Next there is wood fuel, and charcoal. Charcoal has somewhat the same relation to wood as coke has to coal; that is, it has been partly passed through the process of combustion.

There are numerous miscellaneous fuels such as: peat, which would have become coal if nature had finished the job in time; sawdust, tanbark, pitch, and various combinations of combustible substances.

Of late years the liquid fuels are becoming about as important as coal. This class includes fuel oil, kerosene, gasoline, and alcohol. Fuel oil is either crude petroleum as it comes out of the ground, or what is left after the kerosene, gasoline and other derivitives are taken out. Previous to about ten years ago, most of the fuel oil used was crude petroleum, but the growth of the automobile and the internal combustion engine has restricted its use so that most of the fuel oil is now the residium above mentioned.

Following the liquid fuels are the gaseous fuels, which are derived from two sources. The first variety is the natural gas as it comes out of the gas wells, and the second variety is the gas that is derived from the coking of certain kinds of coal. In some manufacturing processes, gas is a by-product, and in such cases, of course its use is convenient and cheap.

During recent years the use of pulverized coal for fuel has passed out of the experimental stage and is coming into great prominence as a convenient and economical method of getting a higher percentage of value out of the fuel. Among the important advantages of this type of fuel are, the ability to burn any grade of coal so as to secure complete combustion, a minimum amount of excess air in order to accomplish this, and a convenience in the handling of the fuel equal to oil or gas, which fact is due to the ease of transporting it by conveyors, or through pipes by compressed air, or it can be conveyed in suspension by compressed air. The absence of ashes also eliminates an important item of expense.

> NO fact has been more invariably confirmed in my long experience and my reading than that the progress of mankind has come by a few men being involved in advance of the rest, and leading them on. No law of Nature to which we conform our daily conduct—not gravitation itself—is more clearly established than that. Who put down the Rebellion? Grant. Who whipped Germany? Foch. No human being ever answered: 'Grant's army,' or 'Foch's army,' not even the men in the armies, themselves. Long before there were any grouped industries, one of the authors from whom the Greek Reader of my youth was compiled, wrote that *an army of stags led by a lion would whip an army of lions led by a stag.* But people recognize this regarding armies much better than they recognize it regarding industries. Yet there are all the time enterprises going into bankruptcy under one manager, which are pickt up, with the same plants and the same workmen, by another manager and carried on successfully."
>
> —From "*Garrulities of an Octogenarian Editor,*" *by Henry Holt.*

In late years the superheater has been greatly developed and applied to all forms of steam generating plants. In locomotive practice, the superheater is composed of a steam-header located in the front end of the boiler, to which steam is admitted by the throttle valve. It then circulates through a large number of small pipes that run back several feet into the flues that lead from the fire box to the front end of the boiler, and then makes a return bend to the front end of the boiler again, where it goes to the cylinders by way of the steam pipes. In this way the steam is heated on the way from the throttle valve to the cylinders, to a temperature greater than it had when it left the boiler, which "superheat" gives the steam much greater expansive qualities This device has probably done more to make the locomotive an economical machine than all of the other efficiency devices and improvements combined. In stationary boiler practice, the principle is the same, but the choice of locations offers an opportunity for various forms and types of the apparatus.

First, there is the attached type that is built in the boiler over the water tubes, and under the "drum," so that the heat intermingles with the superheater pipes the same as it does with the water tubes.

Second, there is the type that is separately fired, so that any kind of fuel may be used, and so that any desired degree of superheat may be obtained; that is, up to 1200 degrees.

The third type is the one that uses waste heat from smelter plants and steel mills, and also is used for marine service. For instance, in blast furnace operation there is considerable waste heat, which if it is passed through a superheater that is connected to the boiler plant, gives a good quality of dry steam for little expense.

The fourth, and last type, is the portable variety, which is used for heating steam, oil, or

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What Is Citizenship ?

(Continued from Page 6)

"Speaking in round figures, the average passenger in England is carried two miles for the same price he pays for one mile in America. But the average ton of freight in America is carried two miles for the same price as is charged for one mile in England."

On the surface, and looked at from the viewpoint of a biased individual, would seem to indicate that rates in England were more favorable than in, the United States. But if we would stop to consider that the American railways carry more than ten times as many tons one mile as passengers one mile, there can be no doubt that rates are more favorable in our own country. Passenger rates favor the British Isles only because of their small area, and the near proximity of its cities and towns to each other, which tends to build up a heavy commutation travel and week-end excursion trips which the English are so fond of.

In any business, no matter of what character, volume determines prices, and that is why passenger fares in the British Isles are lower than in our country. But if we were to apply English freight rates to our present volume of traffic, the nation's freight bill would be increased approximately three billion eight hundred million dollars more annually than it is now.

It is hardly necessary for me to discuss a comparison of this character at this late day; I believe it is generally known that freight rates in this country are lower than the rates of any other country in the world.

Before leaving the discussion of rates, I wish to refer to a question bearing on this subject, and will endeavor to answer it to the best of my ability. What constitutes a fair and just rate?

At the last session of Congress a resolution was adopted, instructing the Interstate Commerce Commission to immediately conduct an investigation into the existing freight rate structure of all the railroads in the United States. It is stated that this action is intended to bring out the bearing of rates upon the agricultural industry. Using the language of the resolution, it further states that "The Commission is required to effect with the least practicable delay such lawful changes in the rate structure of the country as will promote the freedom of movement by common carriers of products of agriculture affected by the existing depression,—at the lowest possible lawful rates compatible with the maintenance of adequate transportation."

Anyone interested in or who has followed the course of the grain markets during the past twenty months, and more especially since the first of the year, has witnessed pyrotechnic fluctuations, both up and down, the like of which has never taken place before. If perchance, there are some unfortunate enough to be caught in this debacle of vanishing values, I am wondering if they are blaming the railroads for their misfortunes?

What influence do freight rates have on the price for grain products?

Are freight rates the cause of its fluctuations?

What would be the effect of lower rates on these products, both from the standpoint of transportation, agriculture and the consumer?

Answering the first question; eliminating such factors as competition and density of traffic, particularly as it applies to bulk or low value commodities, in which class grain products belong, rates are generally based on a declining scale, or as the distance increases the rate decreases. To convey my point I will cite two specific instances: from Mifflinburg, Pennsylvania, or point of origin, to Philadelphia, Pennsylvania, the market or milling point, a distance of 177 miles, the freight rate on a bushel of wheat is 12.3 cents. From Dickinson, North Dakota, to Minneapolis, Minnesota, a distance of 561 miles, the rate is 16.8 cents.

Comparing the amount of service performed and the amount of revenue obtained for such performance, and ratio of performance cost bears to the entire cost of the commodity, can it be truthfully said that freight rates on grain products influence the price, or that they absorb an undue proportion of the whole? Awhile ago I spoke of rates in the British Isles; apply their rates to the distance just cited and we would have cause for alarm and investigation.

Answering the second question: During the past twenty months farm prices of grain products, especially wheat, have fluctuated widely, almost continually upward from below one dollar to above two dollars per bushel. The past few months have witnessed price movements for wheat as much as sixteen cents per bushel in a single day, or in other words, a single day's trading in the Chicago wheat pit has influenced the price of wheat almost as much as the amount of the freight rate from Dickinson, North Dakota, to Minneapolis, Minnesota, a distance of 561 miles. During this entire period of twenty months the freight rates on wheat were practically stationary.

And the last question: Lower rates on grain products can only injure the territory immediately affected. The saving to each individual producer would be insignificant and of practically no economic value to himself. Without going into any detail, we know what would happen to some of the granger roads in the west. We know what did happen recently to one of our great western railway systems; a system extending from Chicago, through the fertile and rich farming lands of the northwest to Seattle. Unavoidable economic factors contributed to this road's downfall with its resultant loss to innocent investors. To a railway system which must depend for half of its revenue from the movement of grain products, any policy, political or otherwise, having for its objective lower and inadequate rates, if continued for any length of time, must and will wind up its operating life in receivership and bankruptcy.

And what enduring and seemingly, never-drying spring from whence cometh the means to keep the whole machine functioning; the consumer. Where does he come in?

When wheat sold for a dollar a bushel, bread was ten cents a loaf; when it sold for two dollars it sold for approximately ten cents a loaf; and if the railroads hauled wheat for nothing we would still pay ten cents a loaf. But by the time the free service arrived, the farms would be deserted, because the railroads serving them would also have disappeared; then we would have to quit breadstuffs, or else purchase them from our more enlightened brothers in India and Australia; or we might try the Bolsheviki method of railroad operation. They tell me that the service is free over there; free to all those who are able to walk. The soldiers ride free if the trains are able to run. The common people walk because they have no money to pay fares, and besides its the safest and quickest way to get anywhere.

Looking at the railroad situation from every angle, all major questions of rates, consolidations, valuation, earnings, and that least thought of but vastly important element, credit, must be considered separately and collectively in a spirit of fair play and justice. The railway map of the United States can be ironed out in a constructive way; a way which will serve the public interest to best advantage, at the same time making secure the position of the owners. In order to accomplish this purpose, all the interested parties; the public or patrons, the railway executives and employes, the security holders and the bankers must approach each individual subject with a sense of responsibility, keeping foremost the requirements of the public interest, coupled with the economic operation of the carriers.

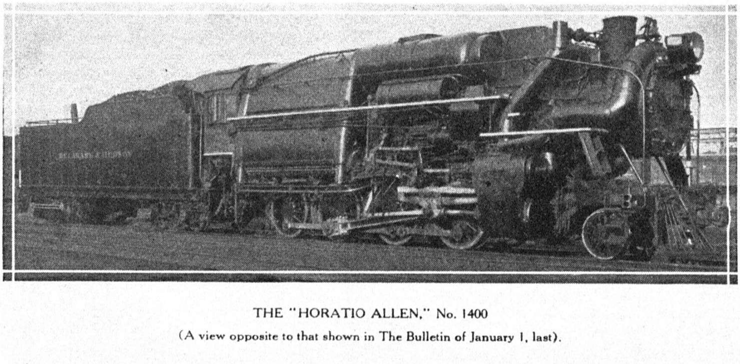
The political factor, if it is possible to control it, should be eliminated as much as it is possible to do so. We all know that when politics is injected into or attempts to solve any economic problem, the spirit of a "square deal" and justice wings itself out the back door.

What our nation most needs today is this sort of judicial wisdom, then the laws will be obeyed and constructive industry will not be hamstrung with useless, costly commissions and destructive, hampering legislation—the natural outgrowth of political parasites.

If our representative government is to still continue to hold her place among the governments of the earth, her citizenship must awaken to the realization that only men of character, education, wisdom and experience can keep her there.

—(*This article is the substance of an address delivered by Mr. Johnston at the regular quarterly meeting of The Delaware and Hudson Freight and Ticket Agents' Association held at the Hotel Reddington in Wilkes Barre, Pa., on Thursday, April 23, 1925.)

The word *infantry* owes its origin to an infanta, or princess royal of Spain. Once when a king of Spain was conducting a war against the Moors, his cavalry got badly beaten. Thereupon the princess immediately raised a regiment of foot soldiers to go to their aid. Foot soldiers were ever after known in Spain as the infanta's men, and from this we get our term "infantry."



THE "HORATIO ALLEN," No. 1400

(A view opposite to that shown in The Bulletin of January 1, last).

Be Wise

A CRACK in your chimney is a sure sign that you are going to move.

To see a paper hanger paper over a fluehole indicates an impending loss.

It is worse luck to look in a dark closet with a match than to see the new moon over your left shoulder.

When the wind moans it is extremely bad luck to burn trash near the house.

If you smell gas or gasoline, and look for it with a lighted match, it is probable that you are about to start on a long journey.

If you have a pile of rubbish in your cellar, it indicates a crowd of people are coming to your house.

The season for storing hot ashes on the back porch has just been closed, but the season for flipping cigar stubs on the awning down stairs is here.

The child who plays with matches will gain experience.

A quart of gasoline will cause an automobile to move three miles. A similar amount used in household cleaning may cause three auto fire trucks and an ambulance to run a similar distance.

Cooks who do not desire to burn their breakfasts should refrain from starting the fire with kerosene.

Sketches of Early History

(Continued from Page 10)

but as late as 1780 it was occupied for a short time by the British.

At Fort Ticonderoga in 1776, the first American fleet ever assembled, was fitted out to meet a British fleet under Carleton, at Valcour Island in Lake Champlain, and it is claimed that the American flag was first seen in actual engagement here. Thus it may be said that Fort Ticonderoga witnessed military activities unparalleled in the annals of America. For nearly one hundred and thirty years, this fortress was left to decay. Gradually its walls crumbled and fell, until only heaps of stone and mortar remained. Today, Fort Ticonderoga and its environs stand largely restored. A score of heavy cannon frown from the rebuilt ramparts; and the fort itself, as of old, stands out against her wooded background and the western sky. Tens of thousands visit this historic shrine annually, and are well repaid, for in no other way can the importance of this early fortification and its strategic location be so well comprehended.

Note:—(Crown Point and other places of historic interest will be the subject of the next article in this series.)

Veterans Observe Mother's Day

(Continued from Page 7)

unanimously accepted. A report of the dance committee showed a balance of $246.50 remaining and of this amount, on the motion of E. W. LALOR, the chairman, $25 was donated to the Ladies' Auxiliary in appreciation of their helpfulness in making the dance a success. Several resolutions were passed, one of which was in appreciation of the courtesy of the Management in having a special car placed on trains Nos. 314 and 317 for the exclusive use of the members of the association.

Plans for a Memorial service on the occasion of the October meeting were rested in a committee composed of MR. and MRS. E. SHUFELT, MR. and MRS. E. W. LALOR, Miss Ethel Beach, Miss Florence Beach, MRS. J. T. CONNERS and O. F. ROWLAND.

Immediately following adjournment, the members of the Ladies' Auxiliary held their meeting with MRS J. J. CONROY of Albany, the president, presiding. Many items of business were transacted with dispatch in the brief time remaining, outstanding among which was the acceptance of fourteen new members and the passing of a resolution thanking the members of the Veterans' Association for their helpful donation of $25.

Evolution of Power

(Continued from Page 12)

air, with various kinds of fuel, such as coal, oil, or gas.

An idea of the importance of the superheater may be gained from the rough rule that mechanical men have, which states that for single-expansion engines each ten degrees of superheat is equivalent to a reduction of one per cent in the fuel consumption. As locomotives run more than 200 degrees superheat, the advantage is obvious.

Feed water heaters, by which water is heated before it is put into the boiler, something on the order that steam is heated by superheaters as it comes out of the boiler, have been introduced to a large extent, but so far as locomotives are concerned the subject is still in the experimental stage.

Conditions in regard to fuel economy in steam boiler operation run into a great lot of detail, but as a general thing an economical boiler will absorb from 75 per cent to 80 per cent of the heat generated by the fuel.

(To be continued in Next Issue.)

A regret for the mistakes of yesterday must not, however, blind us to the tasks of today.

—*Warren G. Harding.*

Clicks from the Rails

"THINK! DRIVER, THINK!"—

* * *

Is the striking traffic slogan for 1925—

* * *

Adopted by the American Railway Association—

* * *

As a part of its intensive campaign to be inaugurated today, in an effort to reduce the number of grade crossing accidents.

* * *

During 1923, 2,268 persons were killed and 6,314 injured (of whom 154 subsequently died) in grade crossing accidents, automobiles being involved in 84 per cent of these instances.

* * *

Chinese railroads are reported to be using with great success a lubricant obtained from castor oil. Ricinus communis, which is the technical name for the castor oil plant, is coming to be used extensively for technical as well as medicinal purposes, and in China is also used as food.

* * *

Among other pertinent "Don'ts" for automobile drivers, the *Pennsylvania News* counsels: "Don't get out of the machine if it stalls on a crossing. Stick by your gambling instinct and see how far the locomotive raises you. The record is twenty-three feet at Long Island in 1923. By getting your machine in just the right position this record can easily be bettered."

* * *

More commuters are taken into New York City every week-day morning, and home every evening, by the railroads, than there are people in the whole state of Arizona. The average number of commuters has been fixed at 364,153 by the New York City Transit Commission, and, in addition, there is also a daily average of 130,650 visitors entering the city.

* * *

"Old 'Puffing Billy,' George Stephenson's famed locomotive," says a London dispatch, "is being prepared for its longest journey. It has been taken apart, the pieces packed in great boxes and crates and all spare parts carefully embedded in straw and cotton like so many eggs, for trans-Atlantic shipment to America where it will be reassembled and displayed in connection with the American railroad centenary, which is to be celebrated simultaneously with that of the British railroads. It was from 'Billy' that Stephenson evolved 'Locomotion No. 1,' the first steam engine operated on any rails and which for years has been the chief attraction of the London and Northwestern railway's exhibition at Newcastle." Photographs and sketches concerning both of these historic locomotives have been published in THE BULLETIN; that of "Locomotion No. 1," appeared in the issue of July 1, last, and that of "Puffing Billy" in the issue of November 15, 1924.

* * *

Fast through freight trains on the Pennsylvania Lines henceforth will be designated by names instead of numbers. The names chosen are intended to appeal to the imagination. They typify speed and certainty; some have historical significance and others are related to the character of service which the train performs. Altogether twenty-five regularly operated through trains have been named as follows: "The Ironmaster," "Accelerator," "Bison," "Standard," "Blue Goose," "Comet," "Uncle Sam," "Greyhound," "Eclipse," "Yankee," "Star Union Line," "Man O' War," "Packer," "Mercury," "Arrow," "Gas Wagon," "Hummer," "Blue Streak," "Bullet," "Rocket," "Spark Plug," "Eagle," and "Meteor." These names are expected to become such bywords with the public as have those of the Company's famous long distance passenger trains, such as "The Broadway," "The Congressional Limited," "The Pennsylvania Limited," "The New Yorker," and others.